

Part V

The Plan Maps

Using the Bay Plan Maps

The maps that follow are an integral part of the Bay Plan. They are based on—and show how to apply—the Bay Plan policies. The maps also identify the shoreline priority use areas and illustrate the Commission's tidal water jurisdiction. The Plan map notes and suggestions, which accompany each map, are advisory and are not Commission policies.

1. **Plan Map Policies.** The “Bay Plan Policies” listed opposite each corresponding Bay Plan map are enforceable policies and have the same authority as the policies in the text of the Bay Plan.
2. **Plan Map Notes and Suggestions.** Comments that are not part of the Bay Plan policies—e.g., suggestions for further study, clarification of policy, and alternative proposals—appear as “Plan Map Notes” and “Commission Suggestions” opposite the corresponding map. These comments are not enforceable policies of the Commission.
3. **Priority Use Areas.** All shoreline sites designated for priority uses (as identified in the Bay Plan policies) are indicated on the Plan maps. Development of these sites should be governed by the Bay Plan policies for each specific use. The specific boundaries of the priority use areas are set in Commission Resolution No. 16. The Commission's staff should be consulted concerning questions of precise priority use area boundaries. Development of shoreline areas not proposed for any specific use should be consistent with the Bay Plan policies for Other Uses of the Bay and Shoreline.
4. **Commission Jurisdiction.** The Plan maps are not intended to delineate the Commission's jurisdiction. The Commission's legal jurisdiction is described in the McAteer-Petris Act and the Commission's regulations, and has been affected by certain court decisions. The Commission's staff should be consulted concerning questions of precise jurisdiction. Areas of the Bay subject to tidal action (and thus subject to the jurisdiction of the Commission for control of filling and dredging) are illustrated on the maps in light blue as are certain tributaries in which filling and dredging are also controlled because of their ecological importance.

Special Area Plans

Special area plans, which apply Bay Plan policies in greater detail to specific shoreline areas, are identified on the Plan maps. The purpose of special area plans is to more precisely guide public agencies and private parties as to what fill, dredging, or change of use of a shoreline area would be consistent with the McAteer-Petris Act and the Bay Plan policies. The special area plans adopted by the Commission are:

1. **San Francisco Waterfront Special Area Plan** (adopted April 1975)—applies to the San Francisco shoreline from the east side of the Hyde Street Pier to the south side of India Basin.
2. **Benicia Waterfront Special Area Plan** (adopted April 1977)—applies to the Benicia shoreline from West Second Street to the Benicia-Martinez Bridge.
3. **South Richmond Shoreline Special Area Plan** (adopted May 1977)—applies to the Richmond shoreline from the west side of Shipyard Three to the southeastern City boundary.
4. **San Francisco Waterfront Total Design Plan** (adopted June 1980)—applies to the San Francisco waterfront from Pier 7 to Pier 24.
5. **Richardson Bay Special Area Plan** (adopted December 1984)—applies to Richardson Bay from a line drawn between Cavallo Point in Marin County near the Golden Gate Bridge and Point Tiburon in Tiburon.
6. **Suisun Marsh Protection Plan** (adopted December 1976)—applies to the Suisun Marsh in Solano County.

Plan Map 4

Central Bay North

PLAN MAP NOTES

Point Pinole Regional Shoreline to Wildcat Creek - Public access to the Bay for recreation is needed in this area, although existing shoreline conditions make this difficult. All development in this area should include provision for substantial public access.

Naval Supply Center, Point Molate - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

George Miller Jr. Regional Park - Use and landscaping of the private lands adjacent to the park should be coordinated by owners and city for compatibility with park.

South Richmond Shoreline Special Area Plan - The South Richmond Shoreline Special Area Plan was adopted by the Commission (May 1977) and the City of Richmond to provide detailed planning and regulatory guidelines for the Richmond shoreline from the west side of Shipyard Three to the southeastern border of the City, including Brooks and Bird Islands and all areas that are subject to tidal action. Refer to the maps, policies, and recommendations of the Special Area Plan for specific information for this area.

Oakland North Harbor Area - The Oakland North Harbor has not been included on the Seaport Plan maps as a port priority use area because need for it has not been substantiated and it has been found to be less desirable for port development than other sites based on environmental, land use, and access considerations. In addition, other uses having public benefits, such as conservation and recreation, have been proposed for this site. Additional studies will be necessary to determine the future use of this area.

Oakland Army Base - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

San Francisco Waterfront Special Area Plan - The San Francisco Waterfront Special Area Plan was adopted by the Commission (April 3, 1975) to provide detailed planning and regulatory guidelines for the waterfront of San Francisco from east side of Hyde Street Pier to south side of India Basin. Refer to the maps and policies of the Special Area Plan for specific information for this area.

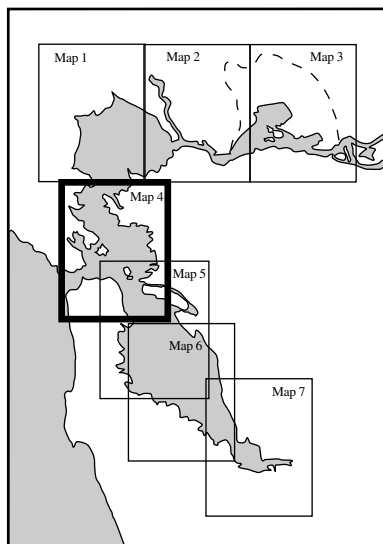
San Francisco Waterfront - Suggested scenic transit system (special bus, elephant train, cog railway, etc.) could be major waterfront attraction, could eventually operate entire distance from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin).

San Francisco-Marin Crossing - The Central Bay is the most widely enjoyed part of the entire Bay and this attractive setting should be protected. Transportation agencies have reached general agreement that traffic congestion problems can best be solved by establishing a fast, modern, complete bus system. Therefore, Plan makes no provision for second deck on Golden Gate Bridge, or for any additional vehicular crossing. Increased auto capacity on Golden Gate Bridge, or a new vehicular crossing, could require new or enlarged toll plazas, service areas, access ramps, and freeways on both the San Francisco and Marin sides, with possible disruption of scenic areas on both sides of the Bay.

Jurisdiction Note - Along the shoreline in San Francisco and Marin Counties, Commission's jurisdiction extends 100 feet inland and does not include any area within the jurisdiction of the California Coastal Commission west of the line between Point Bonita and Point Lobos.

Forts Baker, Barry, and Cronkhite - Surplus Army land now being transferred to the Golden Gate National Recreation Area.

Appearance and Design - Housing density in hills of Sausalito, Tiburon, and Belvedere should respect the topography; cluster development appropriate in some areas.



Plan Map 4

Central Bay North

PLAN MAP NOTES (CONT.)

Sausalito Recreational Ferry - Ferry terminal could be connected to central area by "elephant train" along waterfront or Bridgeway. Or terminal could be placed in central area if parking can be provided.

Sausalito - Commuter Ferry Terminal - To minimize traffic and parking problem, should be served by mass transit or else designed to serve Sausalito and Mill Valley only with other terminals serving rest of Marin.

Tiburon - Possible Commuter Ferry Terminal - To minimize traffic and parking problem, should be served by mass transit, or else designed to serve southern Marin only with another terminal built to serve northern Marin.

Tiburon Boulevard Widening - Minimize fill by using existing roadbed as part of new right-of-way. Preserve hilltop vista point.

Shoreline Parks - Shoreline parks could be built in several areas between existing or proposed shoreline roads and the shore from Tiburon Peninsula to Point San Pedro. Further study needed.

Point San Quentin - Possible Commuter Ferry Terminal - No fill for parking beyond existing dikes.

BAY PLAN POLICIES

- 1 **Wilson Point Beach and Park** (proposed) - Preserve rugged character of point. Provide safe, easy pedestrian access. Some fill may be needed. Protect and provide public access to shellfish areas.
- 2 **Richmond Sanitary Landfill** - Proposed Park. Give priority consideration to beach development. Some fill may be needed for beach outside existing dikes.
- 3 **Point San Pablo** - As not needed for marine terminals, redevelop for recreational uses.
- 4 **The Brothers** - Preserve islands and lighthouse. Access by boat only.
- 5 **Point Molate to Point Richmond** - Develop riding and hiking trails. Some fill may be needed.
- 6 **Naval Supply Center** - If and when not needed by Navy, acquire and develop for park. Existing underground fuel storage tanks may be used by industry.
- 7 **Point Molate Beach** - Extended beach from Point Molate to Castro Point. Some fill may be needed.
- 8 **Castro Rocks** - Protect harbor seal hauling ground. No public access.
- 9 **Red Rock** - Preserve island. No development.
- 10 **George Miller Jr. Regional Shoreline** - Protect and provide public access to shellfish beds offshore.
- 11 **Port of Richmond** - See Seaport Plan. Some fill may be needed.
- 12 **South Richmond Shoreline Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between Shipyard Three and the southeastern border of the City of Richmond.
- 13 **Brooks Island Regional Preserve** - Preserve island character. Access by boat only.
- 14 Protect and provide public access to shellfish areas offshore.
- 15 **Albany-Berkeley-Emeryllville** - Develop public and commercial recreation areas. Some fill may be needed to create usable shoreline areas, protected water areas and park space.
- 16 No freeway in Bay west of present shoreline unless all reasonable alternatives are found infeasible and need for Bay route is clearly shown.
- 17 **Oakland Port Area** - See Seaport Plan. Redevelop Outer, Middle, and Inner Harbors for modern marine terminals. Some fill may be needed. No fill that would impair ship navigation should be allowed in any area needed for such navigation.
- 18 **Treasure Island** - If and when not needed by Navy, redevelop for public use. Provide continuous public access to Bay.
- 19 **Yerba Buena Island** - If and when not needed by Navy or Coast Guard, redevelop released areas for recreational use.
- 20 **San Francisco Waterfront Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between the east side of the Hyde Street Pier and the south side of India Basin.
- 21 **Alcatraz Island** - Use under study. Retain in public ownership. Access by boat only. Special design opportunity.
- 22 **Fisherman's Wharf** - Improve and expand commercial fishing support facilities. Enhance public access to and economic value of Fisherman's Wharf area by encouraging development of a public fish market.
- 23 **Fort Mason** - As not needed by Army, develop waterfront and northeast section as park.
- 24 **Presidio** - If and when not needed by Army, retain at least shoreline and undeveloped areas as regional park.
- 25 **Golden Gate Bridge** - Encourage improved public transportation. No second deck or new crossing for automobiles.
- 26 **Golden Gate National Recreation Area** - As not needed by Army, acquire and extend park. Preserve and protect rugged character, especially on Golden Gate and Pacific Coast sides. Limit access to water (at coves) to foot trails, possible funiculars. No commercial uses except for convenience needs of park visitors.
- 27 **Richardson Bay Special Area Plan** - See Special Area Plan for detailed planning policies for the water area and shoreline north of a line drawn between Cavallo Point and Point Tiburon.
- 28 **Angel Island State Park** - Use only for camping, picnicking, water-oriented recreation. Access by boat only. No commercial uses except for convenience needs of park visitors.
- 29 **Tiburon Oceanographic Center** - (former Navy Net Depot) If and when not needed by Federal Government, acquire and develop for park.
- 30 Protect and provide public access to shellfish areas offshore.
- 31 **Corte Madera Shoreline Park** (proposed) - Develop 60 - 100 acre shoreline park as part of future development.
- 32 **Point San Quentin to Point San Pedro** - In connection with shoreline parks and scenic drives, develop system of riding and hiking trails.

Plan Map 4

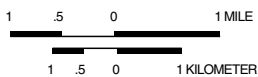
Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES (cont.)

- 33 **Marin Islands** - Protect wildlife value.
- 34 **The Sisters** - Preserve islands; no development.
- 35 **Rat Rock** - Preserve island; no development.
- 36 **China Camp State Park** - Create continuous shoreline recreational area, including beaches, marinas, picnic areas, fishing piers, and riding and hiking trails.
- 37 Protect and provide public access to shellfish beds offshore.

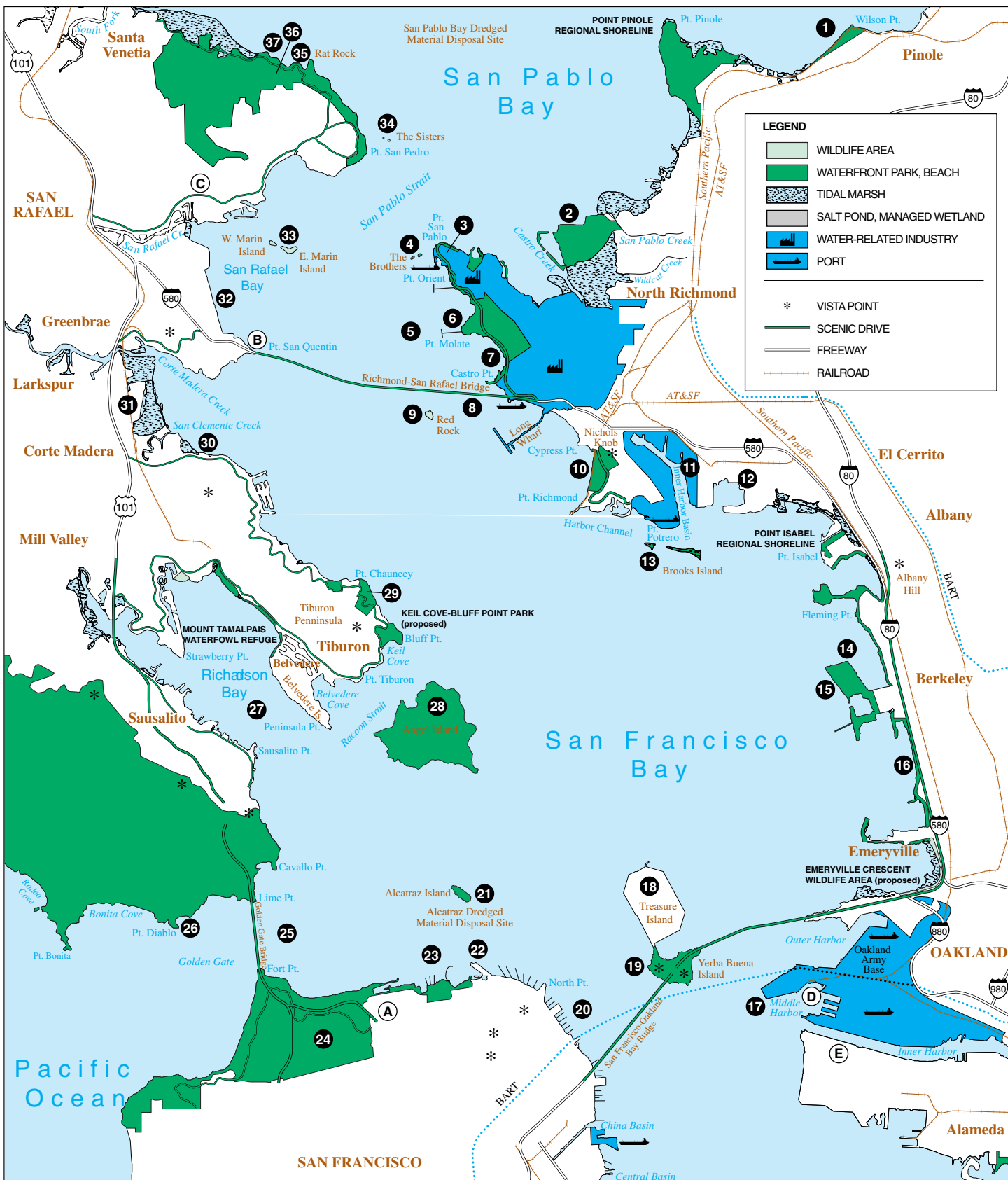
COMMISSION SUGGESTIONS

- A Possible scenic transit system along waterfront from Ocean Beach to China Basin.
- B Possible commuter ferry terminal.
- C San Pedro Mountain - Develop vista points along ridge.
- D Possible habitat enhancement site at Port of Oakland Middle Harbor using dredged material.
- E Possible reuse of dredged material at former NAS Alameda.



Plan Map 4

Central Bay North



Plan Map 5

Central Bay

PLAN MAP NOTES

Oakland North Harbor Area - The Oakland North Harbor has not been included on the Seaport Plan maps as a port priority use area because need for it has not been substantiated and it has been found to be less desirable for port development than other sites based on environmental, land use, and access considerations. In addition, other uses having public benefits, such as conservation and recreation, have been proposed for this site. Additional studies will be necessary to determine the future use of this area.

Oakland Army Base - Plan maps indicate recommended use for bayfront military installations if one or more of these bases is ever declared surplus by the military. The Bay Plan does not advocate the closing of any military installation.

San Leandro Bay Regional Shoreline - Regional Shoreline to be developed by East Bay Regional Park District—emphasizing ecology and increased recreation use of the shoreline.

Bay Farm Island - The site is adjacent to Oakland Airport, and may be suitable for airport-oriented industry. Bay Farm Island development should not interfere with aircraft operations at Oakland Airport.

San Mateo (City) Waterfront - Presently undeveloped. Detailed planning needed to determine most desirable waterfront design emphasizing recreation with minimum of Bay filling.

Burlingame Waterfront - Developing waterfront requires detailed planning to determine the most desirable waterfront design emphasizing recreation and public access with a minimum of Bay filling.

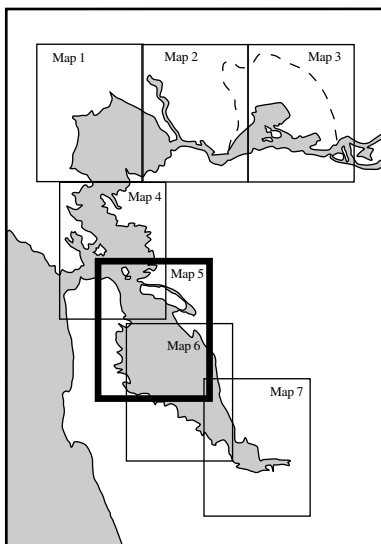
Hunters Point Freeway at Candlestick Point - Connection to U.S. 101 south of Candlestick Point requires further study. If connection is close to Candlestick Cove, large overpass structure will be required, marring present spectacular views of Bay for motorists heading south on Bayshore Freeway to Bayview Hill. If connection is farther south, in Brisbane, long structure in Bay will be required. Other considerations include effects upon future development on shoreline of Candlestick Cove, and future U.S. 101 connections to proposed Geneva Avenue and Guadalupe Parkway extensions.

San Francisco Waterfront - Suggested scenic transit system (special bus, elephant train, cog railway, etc.) could be major waterfront attraction, could eventually operate entire distance from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin).

San Francisco Waterfront Special Area Plan - The San Francisco Waterfront Special Area Plan was adopted by the Commission (April 3, 1975) to provide detailed planning and regulatory guidelines for the waterfront of San Francisco from east side of Hyde Street Pier to south side of India Basin. Refer to the maps and policies of the Special Area Plan for specific information for this area.

Proposed Alameda National Wildlife Refuge - The U.S. Fish and Wildlife Service proposes to include tidal marsh and a portion of the former Naval Air Station Alameda in a national wildlife refuge located at the western end of Alameda. The proposed national wildlife refuge would be in accord with Bay Plan policies.

Yerba Buena Island - If public trust ownership rights are exchanged between lands on Treasure Island and Yerba Buena Island, the lands thereby encumbered by the trust on Yerba Buena Island will have been found by the State Lands Commission to be useful for public trust purposes. In addition, substantial water-oriented recreations benefits, should be provided.



Amended October 2002

Plan Map 5

Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES

- 1 **Oakland Port Area** - See Seaport Plan. Redevelop Outer, Middle, and Inner Harbors for modern marine terminals. Some fill may be needed. No fill that would impair ship navigation should be allowed in any area needed for such navigation.
- 2 **Harbor Seal Haul-Out** - Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 3 **Coast Guard Island** - If and when not needed by the Coast Guard, Coast Guard Island upland of shoreline band should be developed consistent with recreation policy 5-c. Provide continuous shoreline public access and public and commercial recreation uses.
- 4 **Alameda Beaches** - Some fill may be needed for beach and marina protection.
- 5 Protect and provide public access to shellfish areas offshore.
- 6 **San Leandro Bay** - Valuable wildlife habitat; great recreation potential. Develop boating facilities and parks, but preserve wildlife habitat. Provide continuous public access to northeastern and southern shoreline. Some fill may be needed.
- 7 **Oakland Airport** - Further expansion into the Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas clear of tall structures and incompatible uses.
- 8 **San Leandro Shoreline Park System** - Protect and provide public access to shellfish beds offshore.
- 9 **San Francisco Airport** - Further expansion into Bay only if clear need is shown by regional airport system study. Keep runway approach and takeoff areas free from tall structures and incompatible uses.
- 10 Protect and provide public access to shellfish areas offshore.
- 11 **Oyster Point** - Expand marina and develop shoreline park. Some fill may be needed.
- 12 Provide easy pedestrian access across freeway.
- 13 No freeway in Bay east of U.S. 101 unless all reasonable alternatives are found infeasible and need for Bay route is clearly shown.
- 14 **U.S. 101 Causeway** - Develop scenic frontage road and turnouts for fishing and viewing. Protect shellfish beds offshore.
- 15 **Bay View Park** - Provide trail link to waterfront.
- 16 **Candlestick Point Shoreline Park** (proposed) - Some fill may be needed.
- 17 **South Basin** - Some fill may be needed in inlet west of proposed freeway.
- 18 **Hunters Point** - See Seaport Plan.
- 19 **Port of San Francisco** - See Seaport Plan. Some fill may be needed.
- 20 **San Francisco Waterfront Special Area Plan** - See special area plan for detailed planning guidelines for the shoreline between the east side of the Hyde Street Pier and the south side of India Basin.
- 21 **Yerba Buena Island - South of Bay Bridge** - If and when not needed by Coast Guard, redevelop released areas for recreational use. Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife.
- 22 **Yerba Buena and Treasure Islands - Clipper Cove** - Expand marina and other water-oriented recreation uses, provide access to small water craft, e.g., kayaks, and swimming. Preserve beaches and eelgrass beds.
- 23 **Yerba Buena Island** - Provide: (1) a large public open space at the center of Yerba Buena Island; (2) a large public open space on the plateau on the eastern peninsula, adjacent to and beneath the eastern span of the San Francisco-Oakland Bay Bridge; and (3) a linked system of trails near the shoreline and at the upper elevations that connect vista points and open spaces. Vista points should provide views of the Bay Bridge, San Francisco Skyline and other important Central Bay features. The remainder of the island upland of the shoreline band may be developed for other uses consistent with Bay Plan recreation policy 5-c, and with the applicable public trust provisions and statutes.
- 24 **Treasure Island** - If and when not needed by Navy, redevelop for public use. Provide continuous public access to the Bay in a manner protective of sensitive wildlife. Provide parking and water access for users of small water craft at north end of Treasure Island.
- 25 **Alcatraz Island** - Use under study. Retain in public ownership. Access by boat only. Protect wildlife values. Special design opportunity.

Plan Map 5

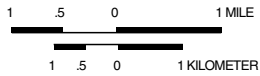
Bay Plan Policies and Commission Suggestions

BAY PLAN POLICIES (cont.)

- 26 **Fisherman's Wharf** - Improve and expand commercial fishing support facilities. Enhance public access to and economic value of Fisherman's Wharf area by encouraging development of a public fish market.
- 27 **Fort Mason - Golden Gate National Recreation Area** - Continue to manage as National Park, consistent with its status as a National Historic Landmark. Maintain compatible use of buildings and provide continuous shoreline access.
- 28 **Regional Restoration Goal for Central Bay** - Protect and restore tidal marsh, seasonal wetlands, beaches, dunes and islands. Natural salt ponds should be restored on the East Bay shoreline. Shallow subtidal areas (including eelgrass beds) should be conserved and enhanced. Wherever possible tidal marsh habitats should be restored, particularly at the mouths of streams where they enter the Bay and at the upper reach of dead-end sloughs. Encourage tidal marsh restoration in urban areas. See the Baylands Ecosystem Habitat Goals report for more information.

COMMISSION SUGGESTIONS

- A Possible habitat enhancement site at Port of Oakland Middle Harbor using dredged material.
- B Possible reuse of dredged material at former NAS Alameda.
- C Jack London Square - Expand commercial recreation facilities as needed. Provide continuous public access along Estuary to Lake Merritt Channel.
- D Brooklyn Basin - Expand commercial fishing and recreational facilities.
- E Possible scenic path, Coliseum to Bay.
- F Bay Farm Island - Undeveloped areas may be suitable for airport-related industry.
- G Possible extension of scenic drive.
- H Develop scenic drive and riding and hiking trail along waterfront from airport to Foster City.
- I Possible airport industry.
- J Possible park and marina.



Plan Map 5

Central Bay

